

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,186 號陸十捌百壹千壹萬第 日柒十月伍年六十二緒光 HONGKONG, WEDNESDAY, JUNE 13TH, 1900. 叁拜禮 號叁拾月陸年百九千壹英港香. PRICE \$2 PER MONTH.

New Advertisements will be found on page 1.

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**CHAMPAGNE**  
**BOLL & CO.**  
PRICE—  
PER CASE 1 DOZ. QUARTS ..... \$49  
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WINE MERCHANTS.  
ESTABLISHED 1841. [a1632]

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**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
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Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [a2]

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**FAMOUS KILMARNOCK WHISKY.**

This World-renowned Fine Old Highland Whisky is shipped by CUTLER, PALMER & CO., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 26th July, 1897. [a3]

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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs executed with promptitude and skill. Enamelling a specialty.  
**MCKIRDY & CO.**  
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**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
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10.30 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
SATURDAYS.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.30 a.m. Every ten minutes  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Company's Office, 28 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SONS,**  
General Managers.  
Hongkong, 1st May 1899. [a1633]

**GREEN ISLAND CEMENT COMPANY.**

**PORTLAND CEMENT.**  
\$4.50 per Cask of 37½ lbs. net ex Factory.  
\$2.80 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
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Hongkong, 8th June, 1900. [a1696]

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USED FOR OVER TWENTY YEARS.

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Sole Agents for China,  
**LUTGENS, HINSTMANN & CO.**  
Hongkong, 31st August, 1897. [338]



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OLDEST AND FINEST  
**GENEVA GIN.**

IN CASES OF 1 DOZEN STONE BOTTLES.  
THE BEST GIN FOR COCKTAILS.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC,** C. P. & Co.'s INVALIDS' PORT,  
\$22.50 PER DOZ. This fine Wine is old, soft, and of grand favour. See analysis and certificate by Professor Cassull.

Distinguished by 4 Stars on the label.  
ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

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THE "PALL MALL,"  
\$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

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THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

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REMOVES DIRT. PREVENTS DISEASE.

IN BRIEF.  
A LIQUID Cleaner Disinfectant, SAFE and rapid in action. Does away with Soaps and Disinfectants! REMOVES DIRT immediately! PREVENTS DISEASE effectively.

BRIEF AGAIN.  
Simply pour a Cupful in a bucket of water and apply in usual fashion. SPECIALLY NOTE how rapidly all things are rendered SWEET and CLEAN.

AS SUPPLIED TO HER MAJESTY'S GOVERNMENT, THE ADMIRALTY, H.M. DOCKYARDS, TRANSPORTS, AND TRAINING SHIP.

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ALWAYS ON HAND THE BEST MARKS FROM  
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WINES & SPIRITS  
OF THE BEST QUALITY ONLY.

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EVERYTHING KNOWN IN MUSIC.

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MANUFACTURERS. [147]

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS & C. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent THOMAS SKINNER  
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Have a Full Stock of BATHING DRESSES, BATH GOWNS, BATH TOWELS, SUMMER UNDERWEAR, & C., & C. [35a]

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[30]

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SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE.  
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**H. F. CARMICHAEL, B. J. BARLOW.**  
Hongkong, 1st June, 1899. [1637]

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NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-Resisting. THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES:  
Loaded with Powder only. With Powder. Primrose Cases ... \$5.65 ... \$7.40  
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Ejector Brass Cases ... 6.90 ... 8.65  
5 per cent. discount on orders of 1,000 and over.  
Apply to  
**WM. SCHMIDT & CO.**  
Gunmakers, Hongkong.  
Hongkong, 27th July, 1897. [12]

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, & C., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

THE

**PEAK HOTEL.**

City Office: 7, Duddell Street. [1028]  
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CENTRALLY situated at Plunket's Gap. The Peak, 1,500 feet above sea level and 500 yards from Tram Terminus. For Terms, & C., apply to the Tel. 56.  
Hongkong, 2nd April, 1900. MANAGER. [1029]

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ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

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A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [46]

**"BOA VISTA" HOTEL MACAO.**

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Subsidy Steamer "HEUNGAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 5 A.M. Connection made by Company's Steamer to and from Canton. TOURISTS should not miss the chance of visiting this famous old City. For Terms, apply J. H. CHESNEY, Manager. Telegraphic Address: "Boavista." [1034]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address: "Hingkee." [1750]

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SHAMKUN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists. Excellent CUISINE and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address: "Victoria," Canton. A. B. C. and A. C. used. MADAB & FARMER, T. F. OBUZ, Proprietors. Hongkong, 16th November, 1899. [44]



**INTIMATIONS.**  
**BROWN, JONES & CO.**  
 MONUMENTAL SCULPTORS.  
 AMERICAN MARBLE.  
 ITALIAN MARBLE.  
 HONGKONG GRANITE.  
 Designs and Prices on application.  
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**A. S. WATSON & CO.,**  
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## OUR AERATED WATER FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empty when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:  
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**A. S. WATSON & CO., LIMITED,**  
 AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

**NOTICE TO CORRESPONDENTS.**  
 ONLY communications relating to the news columns should be addressed to THE EDITOR.  
 Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
 All letters for publication should be written on one side of the paper only.  
 No anonymously signed communications that have already appeared in other papers will be inserted.  
 Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
 Telegraphic Address: PRESS—A.B.C. Code.  
 P.O. Box 93. Telephone No. 12.

**DEATH.**  
 On Saturday, 9th inst., at his residence, No. 28, Elgin Street, AMPOOL RAZAK MADAR, aged 58 years. Deeply regretted. Indian papers please copy.

## The Daily Press.

HONGKONG, June 13th, 1900.

THE Treaty Powers, after a protracted fit of consideration, appear to be at last awake to the fact that the position at Peking is precarious. The Foreign Representatives have become so accustomed to living in an atmosphere of intrigue and uncertainty that it took them some time to realise that the movement initiated by the so-called Boxers was actually levelled against foreigners generally, and might even bring discomfort on the Legations eventually. So they have now obtained a body of sailors and marines from the Foreign Fleets, and now the British and Russian Governments are bestirring themselves to send troops to Tientsin. It is reported from Shanghai that the Russians have landed 4,000 at Tongku and that Admiral Semyonov has landed a Naval Brigade at Taku and forced his way to Peking in an armed train as far as Lofa. Meanwhile instructions have been received here from home to get ready a force of a thousand men for despatch North if required, and this is now equipped and held in readiness. What it is expected to accomplish with a body of two thousand men we cannot pretend to say. Perhaps it is hoped that by joining forces with Russia, and inducing the friends of order in China to rally round them, it will be possible to upset the existing maladministration at Peking, and set up a new and strong Government under

the Emperor KWANG SU. There is much wild talk of the widespread nature of the conspiracy of which the "Boxers" are the visible outcome, but although the association numbers perhaps hundreds of thousands it must be remembered that only a small percentage are effectively armed, and fewer still have the smallest knowledge of military discipline. Unless they are backed up by the Chinese Government and stiffened by the presence among them of Chinese troops they would not be able to make any stand against the disciplined soldiers or sailors of the West. The danger in a case of this kind always lies in delay; the longer the blow is deferred, the higher rise the hopes and the spirits of the rebels. It is not, however, wholly or solely against the Boxer organization that a blow must be struck; the weak and corrupt Manchu Government needs a sharp lesson. Indeed no further trust can be reposed in an administration which has shown itself at once so puerile and so unfriendly. The sympathies of the Manchu princes and mandarins have avowedly been given to the bellicose Boxers; the Empress Dowager is believed, with good reason, to wish their movement success; and it is reported that these royalties have secretly received encouragement from officials in high places. Now the conspiracy that the mandarins fondly hoped to make an instrument of to accomplish the destruction of the Caucasian in China has not yet been wrought into a convenient weapon. Full of violence and vanity, the Boxers are yet seemingly without a plan, and simply spend their energies in burning, devastating, and wasting property, taking life when there is no possibility of successful resistance, unwilling to attack any unarmed peasant, peaceful missionaries and unoffending engineers in small parties. No doubt the sight of a battalion of European troops of sailors would produce a panic in their ranks, more especially if treated with a bayonet charge. But it is one thing to disperse a horde of undisciplined Chinese; it is quite another matter to hold a great country like, say the province of Chihli, and preserve order in its capital by the aid of a few thousand men. It is true that the Allied Forces of England and France held Canton for four years, 1853-61, with only a few thousand soldiers, and possibly Peking would prove no more difficult to govern. But at that time the Chinese did not possess the arms of precision they now use, which go so far to equalise matters and discount individual prowess. The Chinese made little use of their arms during the Chino-Japanese War, it may be admitted, but the arms and ammunition did not then always tally, and the men were most disgracefully led. They would be handled no better now, and probably an easy victory would be gained; but the danger of under-valuing the enemy has been so frequently and painfully impressed upon us during the South African campaign, that we are not disposed to estimate the Boxers too low. Their fanatic belief in their own invulnerability is a force to be reckoned with, and one that is likely to impel them to deeds of daring which no son of Han under other circumstances would venture to essay. It is to be hoped, therefore, that the Treaty Powers are not about to undertake the overthrow of the Central Government of China and the substitution of a new machinery of administration without taking ample precautions to support and maintain the fresh dispensation.

In the report of the Acting Postmaster-General for the year 1899, which by the way is rather late in its appearance (owing, no doubt, to recent changes in the Department), Mr. CONNELL LEWIS says:—"Beyond some changes in the style of sorting cases, there have been no improvements in the Post Office, nor has there been any increase in the much-needed space. Light and ventilation are much required, and, with the long hours obtaining in this office, 'I may remark both are essential to the health and well-being of the employees.' He adds, what has been in every resident's mouth for years, "It is much to be desired that the new Post Office will soon be taken in hand." Seeing that it has been decided to rebuild the Post Office on its present site and part of that now occupied by the Supreme Court, and that the foundations of the new Law Courts are just about to be commenced, it will be at least four or five years before work on a new Post Office can even be commenced. This prospective delay is certainly much to be regretted. The building in which the Post Office is now domiciled was erected to accommodate the business of the department when it was about one-tenth of what it now is, and ingenuity has been exhausted in endeavouring to make the habitation suffice for the ever growing needs. The Government has long recognised the absolute impossibility of the work being efficiently performed in the present cramped quarters, and we are glad to learn that temporary measures are being adopted to increase the accommodation. This is being effected by the demolition of the servants' quarters and the erection on their site, north of the main building, of a new Sorting Room, where

that important branch of work can be carried on with something like expedition and comfort. New servants' quarters have been erected at the back of the Land Office, and, though doubtless far from welcome there, they at least will be more out of the way. The new building, being strictly of the nature of a makeshift, will of course be of the plainest description consistent with its very prominent position. We trust that this provision of this greatly needed annex to the Post Office will not, in any way, be allowed to cause the postponement or any delay in the erection of the projected public buildings. The Law Courts have been sanctioned, the plans approved, the supervising architect sent out, and we can only hope that the work of erection will proceed at a rate surpassing all expectation. Every effort should be made to get the foundations laid at once and the grants for the exterior dressed ready by the time it is wanted.

Consul-General Williams and family have left Hongkong for a four or five weeks holiday in Japan.

Mr. Gilbert B. Whyte has been appointed General Manager of the Kowloon Mines, in succession to the late Mr. Wm. Bibby.

From a notice which appears elsewhere it will be seen that the Gymbhara which was to have been held to-day has been indefinitely postponed, as the weather is too unsettled.

A meeting of the Tenants' Committee will be held at the Chamber of Commerce Room, City Hall, to-morrow, the 14th instant, to receive the statement of accounts from the Hon. Treasurer and to determine in what manner the surplus balance left over shall be appropriated.

A Government Gazette Extraordinary published yesterday contained a letter from Acting Commissioner of Customs, E. V. Drennan, announcing the receipt from Shanghai of the following telegram: "Amoy and Swatow declared infected; inform shipping. Aglen."

In accordance with a notification from the Treasury Commissioners, the rate of the dollar issued at Hongkong, the Straits Settlements, and on the China Station during the quarter commencing July 1st, has been fixed at one shilling and elevenpence.—Singapore Free Press.

Three men charged with being implicated in the armed attack on the *Fook-Sing* while on her way to San Chun on the 13th May have been brought up at the Magistracy and remanded until the 18th inst. Two of the men were arrested in Macao and the other in Hongkong.

On the day when the fall of Pretoria was announced, a notice appeared at the Marine Club, Singapore, to the following effect:—"Owing to the sad calamity which has befallen the Boers at Pretoria, the meeting of the Engineers Association which was called for this evening will be postponed till Saturday."

Mr. Charles Sheldon, author of *In His Steps* has given to the Indian Famias Fund £200, one fifth of his salary as temporary editor of the *Topical Capital*. As Mr. Sheldon acted as editor for one week his salary was at the rate of £20,000 a year. As a Straits contemporary remarks, this beats the record in the Far East. It also shows how paying self-advertising piety can be made.

The police have arrested an Eurasian boy, aged 15, who gives the name of John Whitley, on a charge of obtaining money by false pretences. It seems the youth has been in the habit of going about representing himself as an official of the Water Department. He has made it his business to examine taps, and after promising to send new taps has asked for sums varying from a dollar to a dollar and a half, giving chits and signing them "John Whitley." Ultimately his doings got to the ears of the police, who laid hands on him.

A Chinese boatman employed on board H.M.S. *Tenara* was charged at the Magistracy yesterday morning with assaulting Chinese Constable 299 and damaging his coat. The complainant said that about half-past seven on Monday night he was on duty near Blue Buildings, standing on the wharf when the defendant came up and called for a sampson. Both he and the defendant were in plain clothes, the defendant being slightly drunk. As the defendant was going down into the boat he nudged him with his shoulder, saying he was in the way, and nearly pushing him into the water. The defendant knocked against him on purpose. On his telling him not to push him the defendant caught hold of his coat and tore it.—Chinese constable 413 corroborated.—The defendant said that on Sunday night he called a boat. The complainant was on the wharf at the time and told the boatman to ask him 20 cents. He said he would give 10 cents. The complainant then said, "Ask him 15 cents." He said he would not pay 15 cents and walked away, the complainant having previously struck a blow at him with his truncheon. He got a beat at the pier near the Cricket Ground. On Monday night, he went ashore again. The complainant came up to him and asked him if he was looking for him. He replied no. The complainant then got hold of him and struck him and afterwards took him to the Police Station.—For the assault the defendant was fined \$5 or 14 days and for damaging the constable's coat he was ordered to pay \$3 or go to prison for 14 days.

The Russian Imperial authorities recently made a grant of £200 to the Institute of Oriental Languages at Vladivostok for the purpose of enabling certain students to undertake a journey to China during the month of May. The Russian commercial firms established in China expressed their willingness to give the students in question free board and lodging during their trip to China.

A remarkable article was published by M. Jules Roche last month in the *Paris Figaro* on the world's commerce. The proportional increase of trade he gives in the following figures:—Italy has gained 12 per cent. since 1890, Belgium 22 per cent., England 34 per cent., Germany 40 per cent., United States 33 per cent. France, however, has not only not increased her trade, but has receded to the extent of 4 per cent. since 1890. M. Jules Roche attributes this grave fact to the collectivist theories which have made headway in the Government. The energetic and industries are heavily taxed in order to provide for the idle and unfit.

The Times Shanghai correspondent telegraphed on the 13th ult.—The experiences of the gunboats *Woodcock* and *Wagtail* in their recent journey from Ichang-fu to Chungking-fu lends support to the opinion that steamers are unlikely to supersede junks for the navigation of the rapids of the Yangtze-kiang. Although the *Woodcock* was successful in making the passage under steam without hauling both vessels were damaged. Moreover, the risks of delays to navigation between Ichang-fu and Wan-hsien appear to be such as to preclude the idea of a regular service proving a profitable venture between these points. Competent authorities consider that towing launches would be useful between the rapids, but that the eventual starting-point for the Chungking steamer traffic will be Wan-hsien.

The Berlin journal the *Neueste Nachrichten* publishes a long article from Hankow, dated March this year. The article gives facts and figures proving the steady increase of Japanese influence in China, and dwells exultingly on the fact that German merchant vessels on the Yangtze form a check to the claims of the British to the Yangtze Valley, in which region also it urges that German military and moral influence should be preserved. By way of giving this point it cites the use of Japanese teachers and officers at Wuchang, and the employment of three German officers by the Governor of Wuchang. The writer is evidently anxious lest the fruit of German activity should fall to the Japanese, and shows equal uneasiness respecting the efforts of the English.

## THE CRISIS IN THE NORTH.

**HONGKONG TROOPS IN READINESS.**  
 We understand that the local troops which are being held in readiness to proceed to the North are three companies of the Royal Welsh Fusiliers, four companies of the Hongkong Regiment, and a battery of Royal Artillery, probably the Hongkong Royal Artillery. The command will, it is said, be taken by Major M. M. Morris, Royal Artillery.

## IN PRAISE OF HONGKONG.

The impressions of the hurrying traveller on the places he passes through are apt to be rather different from those of the more sedate resident, and it cannot be said that Hongkong has escaped the hasty snap-shooting of the literary "globetrotter." One distinguished author, we remember, arriving presumably on some such day as we have been experiencing lately, was firmly convinced that Hongkong was a place where it usually was wet. He evidently had not the chance of reading discussions on our Water Supply question. A more recent visitor of our is Mr. Poulter Bigelow, who is eulogistic and he did not grow disillusioned. The sampan delighted him. "All the native craft I saw," he says, "were well-scrubbed outside and in, and whenever under way, the family appeared very busy cleaning up about their water home." As the song says, there are others. No doubt, however, we deserve most of the nice things Mr. Bigelow says about us. He is, naturally, enthusiastic about the club. "It is, externally, one of the most imposing buildings in a town crowded with good architecture; it need not shun comparison with the great clubs of Pall Mall." When, however, he adds that "clubs in the East practically include in their membership every respectable white man, we cannot help thinking of a great number of not very respectable white friends of our own who live in the East without being members of their local clubs.

Of the climate Mr. Bigelow says:—"In Hongkong a calm day is almost unknown. There is a constant sea-breeze acting as a perpetual breeze against the ordinarily weakening effects of high thermometer." That breeze is not always so evident to some of us. Can it have been the pinhead? The Peak ascent, as was only right, alarmed our critic. "As our little observation car climbed up the slopes of this happy island, I felt as though Church's 'Heart of the Andes' was revolving about me with no end of coconut and palm trees, gorgeous birds, shimmering bits of water, and the fairy-like conglomeration of a grand transformation scene in a Robinson Crusoe pantomime. Everything else, practically without exception, meets with Mr. Bigelow's approval, and to those who are disposed at any time to grumble at the conditions under which they live here Mr. Bigelow's description in *Harper's Magazine* of our Earthly Paradise is strongly to be recommended.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

### THE CRISIS IN THE NORTH.

London, 11th June, 11 p.m.

### M. DELCASSÉ MAKES A STATEMENT.

### —IMPERIAL GOVERNMENT PRESSED TO RESTORE ORDER.

M. Delcassé states that there is a complete understanding between the Ministers at Peking. A fresh demand will be made, in which the Imperial Government will be warned that unless order is restored with all speed the Powers will consider the question of establishing order themselves.

Shanghai, 12th June, 4.25 p.m.

### THE PROGRESS OF THE TROOPS. —NOT AT PEKING YET.

The troops have reached Lofa, their progress having been delayed through the necessity of repairing the bridges. To this point supplies have been sent. 275 Russians and French left at noon yesterday to join the column.

### THE REASON FOR YESTERDAY'S SILENCE—TELEGRAPH HAS CEASED.

Telegraphic communication with Peking ceased on Sunday at 2 o'clock in the afternoon, since which there have been numerous unverified rumours.

## THE WAR.

London, 11th June, 11 p.m.

### THE ROODEVAL DISASTER—A DERBYSHIRE BATTALION LOST.

The Roodeval casualties covered the whole of the fourth battalion of the Derbyshire Regiment (Militia Battalion). Seventeen were killed and seventy-seven wounded. The remainder of the battalion were made prisoners, except six who escaped.

### GEN. BUTLER SEIZES A PASS.

General Buller has crossed Botha's Pass and concentrated at Klip River Junction and Ganslet. The Boers, 3,000 strong, have retired.

### FIGHTING NEAR HEILBRON.

Lord Methuen was fighting on the 8th instant south of Heilbron. Generals Colville and Knox were co-operating with him.

## REUTER'S SERVICE.

London, 10th June.

### RESULT OF THE GRAND PRIX DE PARIS.

1. Semendria.
2. Love-grass.
3. Lago.

### THE WAR—THE ORANGE RIVER COLONY.

General Forester-Walker wiring from Capetown, 10th inst., says that natives report that the Boers in three columns were, early on the 9th inst., near Hooningruit and that the railway between America and Roodeval stations is almost completely destroyed.

### NATAL.

The Boers have only refused proposals from General Buller to surrender.

## THE BRIBERY ORDINANCE.

### PROPOSED AMENDMENT.

The advisability of amending the Ordinance dealing with bribery, that is the Magistrate's Ordinance, in order that trumpery cases of bribery might be dealt with by the Magistrate summarily instead of their having to be sent for trial, has been recognised for some time, and at last action has been taken. A Bill entitled an Ordinance to further amend the Magistrate's Ordinance, 1899 (No. 10 of 1899) being read a first time at the meeting of the Legislative Council on Monday. The objects and reasons of the Bill are stated as follows:—

"There appears to be no valid reason why in cases of comparatively trifling offences committed within the Admiralty Jurisdiction, as for instance on board a British ship on the high seas, the offender should not be dealt with summarily by the Magistrate in the same way as if the offence had been committed after the ship had entered the harbour. There can be no doubt that the necessity at present existing of sending all such cases to the Sessions of the Supreme Court, either works great hardship on innocent witnesses who are bound over to appear, or causes a failure of justice by the refusal of persons to prosecute. Hongkong is a port frequented by vessels of many of which there but a short period before proceeding to other places, and it is often most inconvenient for witnesses to remain after the ship has left. Where the sentence of six months hard labour will adequately meet the case and the facts are clear and simple, there is no valid reason why the Magistrate should have to commit the accused for trial just because the offence happened outside the harbour.

"By section 80 of the Magistrate's Ordinance, 1899, as amended by Ordinance 12 of 1895, the Magistrate cannot inflict imprisonment for more than six months. If, therefore, the gravity or difficulty of the case rendered committal for trial desirable, the Magistrate would commit just as he can now, even where the case is not excluded by the schedule from summary jurisdiction. (See the third clause of section 80 of the Magistrate's Ordinance.)

"As regards cases of ignorant Chinese offering small bribes of a dollar or two to Sanitary Overseers, or Overseers in the Public Works Department, to induce them to refrain from performing their duties, the Magistrate could quite well deal with matters of this kind and dispose of them promptly and satisfactorily. During the last two sessions of the Supreme Court the time of the Chief Justice, the Attorney General, the Crown Solicitor and the jury, was occupied by no less than four such cases, the least being a charge of offering forty cents to an officer to release from custody an offender whom he was taking to the Police Station. As a matter of fact the Magistrate does, continually, deal with much more serious offences than the offering of petty bribes, and therefore he could quite properly be entrusted to dispose of matters of that kind. This Ordinance is intended to make the amendments in the schedule to Ordinance No. 10 of 1899, necessary to confer the requisite jurisdiction upon the Magistrate."

## REVIEWS.

*The Green Flag.* By A. CONAN DOYLE. George Bell & Sons, London.

In this volume are collected together thirteen stories by Dr. Conan Doyle which have appeared serially in recent years. The author has done good service in collecting them together, for some of his best work of late is contained in them. For instance, there is the tale of "The Croxley Master," in which Dr. Doyle, himself a well-known amateur of the ring, appears to great advantage. The fight between the doctor's assistant and the miser is really stirring. The story, which gives its name to the book is a trifle melodramatic, but is vigorously written. "Captain Sharkey" contains three incidents in the life of a pirate and is among the best things in the book. All the stories, as the author explains, have this in common, that they concern themselves with war and sport, and they will be none the less welcome for that at the present time. Apart from the tales already mentioned, we like best "The Shipping Sal" and "The Three Correspondents," but there is so much variety in the book that those who do not find anything in it to interest them must be indeed hard to please. One tale, "The Crime of the Brigadier," has already appeared in the *Daily Press*.

*The Empire Makers.* By HUME NISBET. George Bell & Sons, London.

This extraordinary work is written, it appears from the Preface, with the object of furthering the Imperialist cause in the matter of South Africa. That this end can be obtained by the help of bad literature is possible, though we do not pretend to say how—and the author does not explain. The first half of the book deals mostly with the adventures of three young Englishmen in the Transvaal. President Kruger, of course, appears in a most repulsive light—the heroes look upon "an unmanly, brutal, and hog-like old man, with the ugliest face they had ever seen; with elephantine proportions and shapeless great feet, fitting out a grimace of crimson chair, while his fat coarse hands gripped the sides." Again, he is a "low-bred, stupid, and surly beast, whose only qualities were vindictive hatred and ignorant, stupid conceit and arrogance," and he looks and acts "as if his proper place were among hot-carriers, not politicians." The Transvaal President may be a most undesirable man socially, but that fact should not be allowed to obscure the rules of good taste and truth. If Kruger were but the "beast" described, what must be the intelligence of those whom for so many years he had defeated by diplomacy? Mr. Hume Nisbet from the Transvaal wanders into a country beyond the dreams of Rider Haggard, where his heroes meet a race of Amazons; finally bringing them back to the Cape, to learn that, as "no human punishment can meet the case of Kruger," he "must be left to God." The mediation of Mr. Hume Nisbet hardly seems necessary here.

*Marcelle of the Latin Quarter.* By CLIVE HOLLAND. George Bell & Sons, London. This is a simple and not unattractive story of the Quarter Latin, based, we gather, to a certain extent on facts, though this is not material to the tale. Mr. Clive Holland seems to know his Paris well and he deals with its life with a light touch. To the story of Marcelle and her guardian the end is rather obvious—this guardian of fiction is wont to be so attractive—but for all that *Marcelle of the Latin Quarter* will be welcomed by many readers.

## LATEST STEAMER MOVEMENTS.

The N. P. steamer *Queen Adelaide* arrived at Tientsin from Hongkong and Japan on the 10th instant.  
 The "Ben" Line steamer *Bentley*, from Antwerp and London, left Singapore on the 11th inst. for this port.  
 The O. & S. steamer *Pyrrhus* left Singapore at noon on the 12th inst. and is due in Hongkong on the 18th inst.

Sir Robert Finlay, the new Attorney-General, like most counsel with a large practice, knows what it is to receive a disconcerting reply from an apparently glib witness, and tells a good story against himself in illustration. He was engaged on a case for breach of warranty of a horse, the age of the animal being the chief matter in dispute, and had to cross-examine an outlier, a yoke, with every appearance of rascality. "Upon what authority do you swear to the age of the mare?" he asked. "I'm sure of it," was the reply. Half-a-dozen more questions failed to elicit from the witness any more specific answer. "But how do you know?" thundered Sir Robert at last. "I had it from the mare's own mouth!" replied the outlier.







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SIEMSEN & CO.,  
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Hongkong, 16th May, 1892. [25]

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**FIRE INSURANCE COMPANY, Ltd.**  
 (Established 1823).  
 Head Office: 15 Rue de la Banque, Paris.  
**STATEMENT FOR 1898.**

Paid-up Capital	2,500,000	
Liability of Shareholders		10,000,000
Holders	7,500,000	

Reserve	11,205,000
Premiums to be paid up in 1899 and following year	79,650,334.70
Total Guaranteed Pres.	100,855,334.70
Losses paid by the Company since its Establishment	

The Undersigned, having been appointed  
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Hongkong, 1st May, 1900. 1932

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[1571]

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Hongkong, 8th June, 1896. [161]

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**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 189			
£13,359,869 Os. 0d.			
I.	AUTHORISED CAPITAL	£3,000,000	0
	SUBSCRIBED CAPITAL	2,750,000	0
	PAID-UP CAPITAL	687,500	0
II.	FIRE FUNDS	2,765,459	7

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**SHEWAN, TOMES & CO.,**  
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Hongkong, 29th June, 1899. [17]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.  
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THE Undersigned, having been appointed AGENTS for the above Company, are authorized to ACCEPT BUSES covering FIRE

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Hongkong, 18th May, 1900. 15

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**SIEMSEN and CO.,**  
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Hongkong, 16th November, 1872.

1



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Queen's Road.

TAK CHEONG,  
Tailors, Gentlemen's Outfitters, Hatters,  
Hoisiers, and Drapers, Chinese Silk of  
all kinds, 50, 52, Queen's Rd. Central.

YEE SANG EAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars, 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,  
1 and 2, Leysane Street East, Agents for  
W. KENNEDY & CO., 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anloague, Manila.

AMERICAN SYSTEM  
OF  
DENTISTRY

No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW  
(LATE OF FOATE & NOBLE).  
Hongkong, 15th September, 1899.

## SCIENTIFIC MISCELLANY.

HEAT-STROKE AND SUN-STROKE—WANDERERS  
FROM THE DEEP SEA—A MECHANICAL LIFE-  
RESTORER—A PISTON ENGINE WITHOUT A  
CRANK—MYSTERY OF BEQUELLED RAYS—  
RUSSIAN BRICKS—A USEFUL CEMENT—IN-  
CANDESCENT AIR FROM COMPRESSION—  
SIMPLIFIED LIVING PICTURES—A STRANGE  
IONIS FATUUS—EARLY PLAYS—SEED  
GROWTH—SEEDING GREEN.

The discovery of a distinction between heat-  
stroke and sun-stroke is claimed by Dr. Mon-  
sieur, a French naval surgeon, who believes that  
a considerable saving of life should follow. Heat-  
stroke, he affirms, results from prolonged ex-  
posure of the whole body to moist or dry heat  
exceeding 105 deg. F., and its ill effects are due to  
the action of the superheated blood. Sun-stroke,  
instead of being caused by high temperature, is  
induced by chemical rays from intense sunlight  
falling on the cranium. It can occur only in  
the tropics, and the immunity of blacks is ex-  
plained by the fact that a dark skin or other  
dark substance almost completely stops the pas-  
sage of chemical rays.

The breeding of the common eel is one of the  
interesting questions settled by naturalists with-  
in the last few years. The young are not at all  
eel-like, and were called Leptocephali, says Prof.  
Ray Lankester, until ten or twelve years ago,  
when a specimen in an aquarium on the coast of  
Brittany gradually developed into a conger eel.  
The first inference that the Leptocephali were  
abnormal eel progeny has now been proven to be  
erroneous, the various kinds having been  
shown to be the normal young of the various  
eels. The breeding place has been traced finally  
to the sea, where the eggs are laid and hatched  
in depths as great as 500 fathoms.

Restoration to life after hours of apparent  
death is now known to be possible in cases of  
persons taken from the water or from suffoca-  
ting gases. In 1898 an apparently drowned boy  
of sixteen was resuscitated by tongue traction  
continued for three hours, and to make it  
easier to persist in life-saving effort for hours  
in similar cases, Dr. Laborde, a French physi-  
cian has devised a mechanical tongue-tractor,  
driven by an electric motor.

A Leyden jar on a balance is said to become  
perceptibly heavier on being charged, and  
Duda, a French physicist, finds that the  
apparent change in weight is smaller before  
rain, thus making it possible to predict the  
weather by a Leyden jar and a balance.

One of the most remarkable of the attempts  
at steam-engine improvement that have followed  
the advent of the steam turbine is the "crank-  
less" engine of Ljungstrom, a Swedish en-  
gineer. In this engine a pulley is mounted at  
one end of a shaft, and to the other end is  
attached a casting in the form of four radial  
cylinders, these cylinders revolving with the shaft  
in a closed chamber. Each cylinder is fitted with  
a hollow cylindrical piston, whose outer and  
inner surfaces are pressed by centrifugal  
forces against a stationary elliptical track formed  
by the outside casing. The steam supply comes  
through a pipe entering the casing op-  
posite the shaft, and is removed to the supply  
pipe a stationary valve, which is a cylinder  
fitting into a hole in the centre of the rotating  
casing, and having two long slots or ports  
connecting with the supply pipe and two con-  
necting with an exhaust pipe. Each of the four  
cylinders has a similar slot at its inner end.  
As the pistons, following the elliptical track,  
move outward, steam enters through the valve  
and cylinder ports, and it passes out through the  
exhaust ports of the valve as the pistons are  
forced inward, the rotation being kept up by  
the side thrust of the pistons when forced by  
the steam pressure against the outward-going curves  
of the track. A governor inside the pulley acts  
on the steam supply, while moving a handle  
quickly reverses the engine by changing the  
radial position of the valve ports and per-  
mitting steam to enter the cylinders when the  
pistons are moving inward. This engine is  
comparable with the steam turbine in its extra-  
ordinary power and efficiency, and its small  
size.

How to account for the rays emitted by ra-  
dium in the dark has been a puzzle to physicists,  
for it could not be supposed that any substance  
could emit radiations having energy without  
loss of weight or the introduction of work from  
an outside source. The solution of the problem  
now offered is scarcely less bewildering. The  
quantity of this energy has been measured, and  
Becquerel calculates that it could be accounted  
for by assuming a loss of material of one milli-  
gram per square centimeter in a thousand  
million years—that is the consumption of a  
tenth of a grain on a square inch in 10,000,000  
centuries would keep alive this mysterious ac-  
tivity!

## NOT BEYOND HOPE.

Those who have suffered year after year with  
Rheumatism will be glad to hear of a remedy  
that has proved an absolute specific. There are  
no conditions of Rheumatism, no matter how  
severe nor from what cause, that cannot  
immediately be relieved and permanently cured  
by Little's Oriental Balm. People who have  
tried a hundred remedies, humbugs, and doctors  
are apt to believe that there is no such  
thing as a cure for Rheumatism. They have  
been disappointed so many times that another  
trial seems almost useless. To all such we say,  
try Little's Oriental Balm faithfully and patient-  
ly and you will soon rejoice at the return of your  
precious health. Many a person was cured  
through Little's Oriental Balm by the use of a  
single bottle, others have used from 3 to 6 bottles  
to obtain the same result. In only very rare and  
exceptionally obstinate cases were more than 6  
bottles necessary. Sold at Re. 1 per bottle.  
Agents for Hongkong:—THE VICTORIA  
DISPENSARY, LD.

It is pointed out that a small bronze-green  
humming-bird of the island of St. Vincent has  
not been seen since the West Indian hurricane  
of September, 1893, and it is asked whether the  
storm has completely exterminated this species.

A novel and rapid process of making bricks,  
the invention of W. Oachowsky, a Russian en-  
gineer, is being worked at Cosching, Germany.  
Varying proportions of slacked lime, ranging  
from 4 to 10 per cent. of the total mixture,  
are used with sand, and the mixture is  
pressed into bricks. These are exposed in a  
closed chamber for 12 hours to steam at a pres-  
sure of 100 pounds per square inch. The  
finished bricks, which are porous and absorb 13  
per cent. of their volume of water on immersion,  
have a specific gravity of 1.88 and a crushing  
strength of 220 tons per square foot.

This is a German method of making "Shio  
Liao," a famous cement used by the Chinese to  
unite gypsum, porcelain, marble, stones and  
stone-ware. The materials are 54 parts of  
slacked powdered lime, 5 parts of powdered  
alum, and 40 parts of fresh, well-strained blood;  
and these are stirred until a well-mixed mass of  
the consistency of somewhat stiff sludge is ob-  
tained. When sufficiently thinned, this cement  
becomes a durable waterproof paint of varied  
uses. Two or three coats make earthenware  
covers as hard as wood, it may be used for painting  
houses, and it gives barrels an oil-tight glaze.

It appears from an observation by Heise that  
even flameless explosives may set fire to gases  
in mines. A compression of 200 atmospheres  
would raise the temperature of air to 1,060 deg.  
C., and as explosives in bore holes can exert a  
pressure of 6,000 to 8,000 atmospheres, the heat  
of compression would be quite sufficient to ignite  
inflammable gases in the neighbourhood. A  
photograph described by Oscar Guttmann is  
held to confirm this theory. It shows a flash  
at the meeting point of the explosive waves from  
two simultaneously fired safety cartridges, proving  
that the air was so heated by compression  
as to become luminous.

In the Kammstraph, nearly 600 pictures  
are taken on a plate 12-inches in diameter, the  
turning of a handle causing a slow rotary and  
lateral motion, with the necessary stop for ex-  
posure at every fourteenth second. The pictures,  
thus impressed in a spiral, combine in an "un-  
interrupted photograph," when a positive plate is  
passed through the camera in front of a lantern.

A curious optical illusion seems to have ap-  
peared suddenly about twenty years ago near Ber-  
muda, in the Italian Alps, and to have been seen  
about eighty times. Dr. A. Battistoni describes  
it as a flame, usually white, but sometimes  
coloured, sometimes appearing and occasionally multi-  
plied. It moves at varying heights up to 25 feet,  
sometimes advancing by leaps, often stopping  
suddenly, sometimes disappearing, then lighting  
up the country for a long distance. Its nightly  
visitations may last several hours. It flies from  
man, but is not affected by wind, rain or snow.  
Carlo Fontani, a late investigator, finds that  
four explanations have been given. The inhabi-  
tants see in the flames the visible souls of the  
departed, others assert that the peasants are to-  
gether victims of hallucination, a third theory  
is that the phenomenon is a "will-o'-the-wisp"  
due to marsh-gas, and the last view is that it is  
due to "St. Elmo's fire" or electrical brush-  
discharge. While the third theory is possible,  
an objection to the regularity of the apparition  
and its sudden advent twenty years ago.

The first bubonic plague of which we have  
authentic record is placed by two physicians of  
New South Wales in the year 1141 B.C., or  
more than eight centuries earlier than the date  
usually assigned. It is concluded that the  
epidemic described in the First Book of Samuel  
was true bubonic plague.

In his studies of slow motions, Prof. Chas. S.  
Slichter, by means of kinetoscope pictures, has  
so magnified the motions that the growth of  
seedling peas and beans during three weeks is  
shown in a few seconds. The plants were  
photographed on the kinetoscope film by artificial  
light at intervals of a few minutes to a few  
hours during the three weeks. On projecting  
the pictures upon the screen at the usual rate,  
the motion of growth was magnified about  
500,000 times, and the different rates of develop-  
ment of the various parts were brought out  
very clearly. Among the striking results was  
the curious behavior of a pea struggling to  
enter impenetrable soil, the root curving and  
writhing much like an angle worm, while the  
pea was rolled about very grotesquely.

A case of green vision, everything seen ap-  
pearing to be green in colour, has been brought  
before the British Ophthalmological Society by  
H. W. Dodd, and records have been found of  
thirteen other cases. The condition was not  
peculiar to age or sex, and it was not due to  
errors of refraction. Its existence does not  
appear to have been explained. In at least  
seven of the cases the general health was notice-  
ably impaired, and in ten of the patients there  
were eye defects—mostly connected with the  
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**Lanoline**  
Natural Toilet Preparations.  
Toilet 'Lanoline' in collapsible tubes,  
makes rough skin smooth, and protects delicate  
complexions from wind and sun.  
'Lanoline' Toilet Soap  
Never irritates; cleanses and keeps the skin supple.  
Wholesale Depot—67, HORNBY STREET, LONDON.

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## CONSIGNEES per Company's Steamer

"MENELAUS,"  
are hereby notified that the Cargo is being dis-  
charged into Craft and/or landed at the Go-  
downs of the Hongkong and Kowloon Wharf  
and Godown Company; in both cases it will be  
at Consignees' risk. The Cargo will be ready  
for



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LONDON &c, via Ports of Call	Clyde	Brit. str.	11	E. Street	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON via SUEZ CANAL	Admetnon	Brit. str.	11	Nish	BUTTERFIELD & SWIRE	To-day.
LONDON via SUEZ CANAL	Antenor	Brit. str.	11	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 26th inst.
LONDON via SUEZ CANAL	Menelaus	Brit. str.	11	Towell	BUTTERFIELD & SWIRE	On 14th inst.
LONDON via MANILA	Chingwo	Brit. str.	11	H. Harris	JANDINE, MATHEWSON & CO.	On 20th inst.
LIVERPOOL DIRECT	Diomed	Brit. str.	11	Goodwin	BUTTERFIELD & SWIRE	To-morrow.
BREMEN, via Ports of Call	Sachsen	Ger. str.	11	Duchateau	MESSAGERIES MARITIMES	To-morrow, at Noon.
MARSEILLES, &c, via Ports of Call	Indus	Brit. str.	11	W. Bainbridge	NIPPON YUSEN KAISHA	On 15th inst., at 1 P.M.
MARSEILLES, &c, via SPORE, &c.	Isara Maru	Brit. str.	11	T. H. Hile, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Daylight.
MARSEILLES & LONDON	Sandia	Brit. str.	11	G. Schmidt	CARLOWITZ & CO.	On or about 15th inst.
HAYRE & HAMBURG	Wittenberg	Ger. str.	11	Hempel	CARLOWITZ & CO.	On or about 17th inst.
HAYRE & HAMBURG	Savoia	Ger. str.	11	Jäger	CARLOWITZ & CO.	On or about 31st July.
HAYRE & HAMBURG	Silesia	Ger. str.	11	Behrens	CARLOWITZ & CO.	On or about 30th inst.
NEW YORK via SUEZ CANAL	Admetnon	Brit. str.	11	Ostermann	CARLOWITZ & CO.	On or about 24th July.
NEW YORK via SUEZ CANAL	Acara	Brit. str.	11	Petersen	SEWAN, TOMES & CO.	On or about 6th July.
NEW YORK via SUEZ CANAL	Ettrickdale	Brit. str.	11	Dodwell & Co., Limited	SEWAN, TOMES & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	J. B. Walker	Brit. str.	11	Wallace	SEWAN, TOMES & CO.	On 3rd July.
VICTORIA, B.C., & TACOMA	Empress of India	Brit. str.	11	W. Frakes	CANADIAN PACIFIC R. CO.	On 27th inst.
PORTLAND, OREGON, &c.	Argyll	Brit. str.	11	O. P. Marshall, R.N.R.	DODWELL & CO., LIMITED	On 30th inst.
SAN FRANCISCO via SHANGHAI, &c.	City of Peking	Brit. str.	11	S. Thomson	PACIFIC MAIL S. S. CO.	On 19th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	Coptic	Brit. str.	11		P. & O. S. N. Co.	On 26th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	America Maru	Jap. str.	11		BUTTERFIELD & SWIRE	On or about 30th inst.
SAN DIEGO, &c, via KOBE, &c.	Thera	Jap. str.	11	J. Thom	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
AUSTRALIAN PORTS	Eutaw Maru	Jap. str.	11	Helm	GIDD, LIVINGSTON & CO.	On 21st inst., at 5 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	Rosetta	Brit. str.	11	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA, KOBÉ & YOKOHAMA	Therese	Aus. str.	11	R. Mitts	SANDER, WIELER & CO.	On 16th inst., P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	Yawata Maru	Jap. str.	11	Behrens	SIEMSEN & CO.	To-day, at 5 P.M.
YOKOHAMA, KOBÉ & YOKOHAMA	Kagoshima Maru	Jap. str.	11	A. E. Moses	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA, KOBÉ & YOKOHAMA	Sydney	Brit. str.	11	Arbert	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	Kikawa Maru	Jap. str.	11	M. Takahashi	MESSAGERIES MARITIMES	On or about 17th inst.
SHANGHAI, CHEMULPO & NAGASAKI	Yakata Maru	Jap. str.	11	E. N. Tildard, R.N.R.	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
SHANGHAI	Shang	Brit. str.	11	Carnaghan	BUTTERFIELD & SWIRE	To-morrow.
SWATOW	Haimun	Brit. str.	11	Davis	DOUGLAS LAPEAK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & TAIWAN	Anping Maru	Jap. str.	11	I. Sato	MIYU BUNSEN KAISHA	On 27th inst., at Daylight.
SWATOW, AMOY & TAIWAN	Tamsui Maru	Jap. str.	11	H. Nagata	MIYU BUNSEN KAISHA	On 17th inst., at Daylight.
AMOY, SAMARANG & SOURABAYA	Shantung	Brit. str.	11	Quail	BUTTERFIELD & SWIRE	On 18th inst., at 5 P.M.
MANILA DIRECT	Menmuir	Brit. str.	11	Almond	SEWAN, TOMES & CO.	On 18th inst., at 4 P.M.
MANILA	Loongsang	Brit. str.	11	Wiegall	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MANILA	Sungliang	Brit. str.	11	Moore	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
MANILA	Esmeralda	Brit. str.	11	Blazland	SEWAN, TOMES & CO.	On 22nd inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	Hiroshima Maru	Jap. str.	11	S. Tsuji	NIPPON YUSEN KAISHA	

## SHIPPING.

**ARRIVALS.**  
June 11, Holstein, German str., 985, M. Ipland, Saigon 7th June, Rice—Jensen & Co.  
June 12, Bayern, German steamer, 3,128, H. Blecker, Hamburg 7th May and Singapore 7th June, Mails and General—Melchers & Co.  
June 12, Drummond, British str., 1,205, Chubb, Shanghai 8th June, General—Dodwell & Co., Limited.  
June 12, Haimun, British str., 636, W. Davis, Swatow 11th June, General—Douglas Lapeak & Co.  
June 12, Don Juan de Austria, Amr. g-bt., from Canton.  
June 12, Sachsen, German steamer, 3,118, G. Danneemann, Yokohama 2nd June, Mails and General—Melchers & Co.  
June 12, Shantung, British str., 1,835, A. W. Sales, Hongay 9th June, Coal—Butterfield & Swire.  
June 12, Loongsang, British str., 1,080, Wiegall, Hilo 8th June, Sugar—Jandine, Matheson & Co.

**CLEARANCES.**  
At the Harbour Master's Office.  
P. C. Kiao, British str., for Bangkok.  
Giulia, Italian str., for Singapore and Bombay.  
Wonghai, British str., for Swatow.  
Drummond, British str., for Singapore.  
Hatching, British str., for Swatow.

**DEPARTURES.**  
June 11, Linnet, British str., for Waihaiwei.  
June 12, Manxaria, Brit. str., for P. Arthur.  
June 12, Benlarie, British str., for London.  
June 12, Sarnia, German str., for Hamburg.  
June 12, Hailan, French str., for Hoihow.  
June 12, Shantung, German str., for Saigon.  
June 12, Lyvebrook, German str., for Shanghai.  
June 12, Hangchow, British str., for Canton.  
June 12, Devawongse, Brit. str., for Bangkok.  
June 12, Yuenkang, British str., for Manila.  
June 12, Taro Maru, Jap. str., for Chiofo.  
June 12, Fui Wo, British str., for Singapore.  
June 12, Pronto, German str., for Chiofo.  
June 12, Causang, British str., for Sandakan.  
June 12, Mantong, British str., for Swatow.  
June 12, C. Apkar, British str., for Calcutta.  
June 12, Bayern, German str., for Shanghai.  
June 12, Hatching, British str., for Swatow.

**VESSELS IN DOCK.**  
ABERDEEN DOCKS.—Goodwin.  
KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, U.S.S. Oregon, Changsha, Kutsang, Hainan, Freiburg.  
COSMOPOLITAN DOCK.—Independent, Coptic, Fatahan.

**SHIPPING REPORTS.**  
The British steamer Haimun, from Swatow 11th June, had strong S.W. winds, equally with heavy rain and overcast sky, smooth sea.  
The British steamer Loongsang, from Hilo 8th June, had moderate northerly winds; approaching Hongkong S.W. wind with rain. Passed two steam launches, one towing the other, bound for Manila, in lat. 20° N., long. 116° 30' E.

**VESSELS PASSED ANTER.**  
May 10, Dutch str. Solo, Engelsman, May 10, from Batavia for Rotterdam.  
May 13, Dutch str. Sindoro, Sikemier, April 7, from Rotterdam for Batavia.  
May 16, Dutch str. Prias Hendrik, Droog-lever, May 16, from Batavia for Amsterdam.  
May 19, British str. Carmarthenshire, from Hongkong for Christmas Island in ballast.  
May 22, Dutch str. Prias Alexander, Duinker, April 14, from Amsterdam for Batavia.  
May 22, Danish bark, Thora, Thomson, from the East.  
May 24, Italian bark, Laghetto, Chiatello, Jan. 12, from Savannah for Anjer.  
May 24, British str. Annie, Graht, from Colombo.  
May 24, man-of-war, Europe, Painter, May 24, from Batavia.  
May 25, British 4-m. bark, Pyronas, Bryce, Feb. 26, from New York for Shanghai.  
May 27, Dutch bark, Nil Desperandum, Mulder, from Batavia for Amsterdam.  
May 27, British str. Duke of Argyll, Cundy, April 22, from London for Batavia.  
May 30, Dutch str. Merapi, De Boer, April 21, from Rotterdam for Batavia.  
May 30, British str. Duke of Sutherland, Cotter, May 30, from Batavia for London.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
ARNER COSSON, Amst. ship, Colored.—Order

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON."

Captain Nish, will be despatched as above TO-DAY, the 13th inst.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th June, 1900. 1359

## OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.)

THE Company's Steamship

"DIOMED."

Captain Goodwin, will be despatched as above TO-MORROW, the 14th inst.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th June, 1900. 1308

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"SHANSI"

Captain Carnaghan, will be despatched as above TO-MORROW, the 14th inst.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th June, 1900. 1723

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI

THE Company's Steamship

"TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th June, 1900. 114

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Aubert, will be despatched as above on or about SUNDAY, the 17th inst.

G. DE CHAMPEAUX, Agent.

Hongkong, 12th June, 1900. 12

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on MONDAY, the 18th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 12th June, 1900. 1720

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT

THE Company's Steamship

"MENMUIR."

Captain Almond, will be despatched as above on MONDAY, the 18th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 9th June, 1900. 1705

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GLENGOLE	3,750	W. Frakes	July 3	ARGYLL	2,907	W. S. Thomson	June 30
QUEEN ADELIAIDE	2,832	F. McNair	July 25	MONSHIRE	2,371	J. Kennedy	Aug. 4
DURKE OF FIFE	3,821	J. S. Cox	July 28	BRANMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,562	J. Fenton	Aug.				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, 421.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 428. The best route to the KODIAC GOLD FIELDS. Frequent sailings from VICTORIA TACOMA and PORTLAND to DYE and ST. MICHAEL.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CINNABAR and return. Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application. 4 Special rates allowed to members of Government Service. Special rates allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. 110

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
SACHSEN	THURSDAY	14th June
OLDENBURG	THURSDAY	24th June
BAYREUTH	THURSDAY	12th July
PUTTGART	THURSDAY	26th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAYREUTH	WEDNESDAY	14th November
PUTTGART	WEDNESDAY	28th November

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN" of the NORDEUTSCHER LLOYD, Captain G. Danneemann, with "MAILS, PASSENGERS, SPECIE, and CARGO," will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Tuesday, the 12th June. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 13th June.

Contents of Packages are required. No Perishable Goods will be signed for less than \$2.50 and Parcels should be enclosed Two Post Cards in Measurement. The Steamer has excellent accommodation and carries a Doctor and Stewardess. Lines can be consulted on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS &amp; CO., Agents.

Hongkong, 31st May 1900. 18

## VESSELS ON THE BERTH

## NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA	{ NEW YORK (via Suez Canal) }	{ About 30th June } Freight.
SAMBIA	{ HAYRE and HAMBURG (London with transshipment in Hamburg) }	{ About 2nd July } Freight.
WITTENBERG	{ HAYRE & HAMBURG (London with transshipment in Hamburg) }	{ About 17th July } Freight.
* SAVOIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg) }	{ About 31st July } Freight and Passage.
* SILESIA	{ HAYRE & HAMBURG (London with transshipment in Hamburg) }	{ About 8th Aug. } Freight and Passage.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ &amp; CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 13th June, 1900. 113

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	{ MOJI, KOBÉ and YOKOHAMA }	TUESDAY, 19th June, at DAYLIGHT.
MIKAWA MARU	{ SHANGHAI, CHEMULPO and NAGASAKI }	TUESDAY, 19th June, at 4 P.M.
HIROSHIMA MARU	{ BOMBAY, via SINGAPORE and COLOMBO }	FRIDAY, 22nd June, at 4 P.M.
S. Tsuji	{ NAGASAKI, KOBÉ and YOKOHAMA }	SATURDAY, 23rd June, at NOON.
YAWATA MARU	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE and PENANG, COLOMBO & PORT SAID }	FRIDAY, 29th June, at DAYLIGHT.
INABA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE & BRISBANE }	FRIDAY, 29th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

Hongkong, 28th May, 1900. 112

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND LONDON { SCOTIA } { About 15th June } Freight.

LONDON, &amp;c. { CLYDE } { Noon, 23rd June } See Special Advertisement.

SHANGHAI { VALETTA } { About 23rd June } Freight or Passage.

YOKOHAMA via NA { ROSETTA } { About 23rd June } Freight or Passage. (Passing GASKI &amp; KOBÉ { C. C. Talbot, R.N.R. } through the Inland Sea.)

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. 11

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED S



## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG &amp; SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quill, will be despatched as above on FRIDAY, the 15th inst.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th May, 1900. [1589]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE."

Captain R. Mids, will leave for the above places on SATURDAY, the 16th inst., at 5 p.m.

For Freight or Passage, apply to SANDER, WILDER &amp; CO., Agents.

Hongkong, 12th June, 1900. [6]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AND SOUTH AMERICA.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE PANAMA CANAL, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COAST GUARD, AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU.

TUESDAY, June 19, at Noon.

SATURDAY, July 14, at Noon.

TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "COPTIC."

will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"CHINGWO."

H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th inst.

For Freight, &amp;c., apply to JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 7th June, 1900. [1695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callaghter, Timor, Port Darwin, and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"AUSTRALIAN."

Captain Heams, will be despatched for the above ports on THURSDAY, the 21st inst., at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stowage and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 6th June, 1900. [1698]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA."

Captain Ostermann, will be despatched for the above port on or about 29th June.

For Freight, apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 24th May, 1900. [1420]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER, RANEA AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 12th June, 1900, at 5 p.m., the Company's Steamship "INDUS," Captain Ducloux, with Mail, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Polynesia, which vessel takes on board Passengers and Mails, leaving that port on the 20th June direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 3 p.m. on the 17th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Consular Invoices and Bills of Lading are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th June, 1900. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE."

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 23rd June, 1900, at Noon.

Suits and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 11th June, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

TUESDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, ON THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the day previous to sailing. All parcels should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Suez, Europe, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [5]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "THYRA" About 30th June

S.S. "ENERGIA" About 21st July

S.S. "CATHARTIC" About 29th Aug.

S.S. "STANLEY" About 15th Sept.

The Steamship "THYRA" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 11th June, 1900. [14]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE."

will be despatched for the above port on or about the 6th July, and the Steamship

"SIKH."

on or about the 13th July. They will be followed by the Steamship

"AFGHANISTAN."

For Freight, apply to DODWELL &amp; CO., L., Agents.

Hongkong, 12th June, 1900. [1641]

## VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

TUESDAY, June 25, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

THURSDAY, Aug. 16, 1900, at Noon.

The Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, ON TUESDAY, the 25th June, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. the day previous to sailing. All parcels should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Suez, Europe, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [5]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain M. H. P. Jackson, will be despatched as above on TUESDAY, the 25th June.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 18th May, 1900. [1617]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th June, 1900. [1448]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROD. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 30th May, 1900. [1617]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYNDOFF'S STRAIT NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Agamemnon, British str., 4,401, Nish, June 11.

Butterfield &amp; Swire.

Anping Maru, Jap. str., 1,053, Sato, June 9.

Mitsui Bussan Kaisha.

Awa Maru, Jap. str., 8,912, Trent, June 11.

Nippon Yusen Kaisha.

Beaverton, British str., 1,467, Potter, June 8.

Gibb, Livingston &amp; Co.

Bruemar, British str., 2,316, Watt, June 4.

Dodwell &amp; Co., Limited.

Changshun, British str., 1,463, Moore, May 29.

Butterfield &amp; Swire.

Clara, German steamer, 675, Hansen, June 11.

Jelsson &amp; Co.

Coptic, British steamer, 2,744, Rinder, June 8.

O. &amp; O. S. Co.

Diomed, British str., 3,500, Goodwin, June 11.

Butterfield &amp; Swire.

Drummond, British str., 1,265, Chubb, June 12.

Dodwell &amp; Co., Limited.

Freiburg, German str., 3,870, Prosch, June 1.

Fushan, Chinese steamer, 1,504, Lum, June 6.

Gieseler, Austrian steamer, 2,640, Mosca, June 8.

Sander, Weller &amp; Co.

Goodwin, British str., 2,832, Jackson, June 4.

Dodwell &amp; Co., Limited.

Hainan, British steamer, 636, Davis, June 12.

Douglas Laiprak &amp; Co.

Hainan, German steamer, 648, Clausen, June 2.

Hermes, Norwegian str., 849, Jansson, June 8.

Nardone, Matheson &amp; Co.

Hainan, British str., 1,418, Lake, June 6.

Jardine, Matheson &amp; Co.

Hainan, French steamer, 507, Godman, June 11.

A. R. Marty.

Hainan, German str., 985, Ipland, June 11.

Jelsson &amp; Co.

Hainan, French str., 562, Pannier, June 11.

A. R. Marty.

Hainan, French steamer, 704, Merles, June 11.

A. R. Marty.

Independent, Ger. str., 871, Holtz, April 12.

Sander, Weller &amp; Co.

Keongwai, British str., 1,115, Groves, June 11.

Butterfield &amp; Swire.

Kutang, British str., 1,495, Bradley, June 1.

Jardine, Matheson &amp; Co.

Loongwong, British str., 1,080, Weigall, June 12.

Jardine, Matheson &amp; Co.

Loosel, German str., 1,020, Jackson, June 8.

Chinese.

Miles, German steamer, 1,694, Hills, June 10.

Order.

Mongkut, German str., 850, Barken, June 9.

Chinese.

Progress, Ger. str., 697, Brandt, June 11.

Jelsson &amp; Co.

Sachsen, Ger. str., 3,118, Dannemann, June 12.

Melchers &amp; Co.

St. Andrews, New str., 1,972, Horgan, June 9.

Arnhold, Karberg &amp; Co.

Sandakan, German str., 1,374, Mullis, June 4.

Melchers &amp; Co.

Shantung, British str., 1,835, Sales, June 12.

Butterfield &amp; Swire.

Silesia, German str., 3,148, Dahmsen, June 8.

St. James &amp; Co.

Taiwan Maru, Jap. str., 1,432, Mikuni, June 10.

M. B. Kaisha.

Victoria, Swedish str., 1,491, Hessel, June 10.

Chinese.

Wongkai,



## POST OFFICE NOTICES.

The *America* Mail, with the American Mail, left Yokohama on Friday, the 8th instant, at daylight, and may be expected here on or about Friday, the 15th instant.

The *Sydney*, with the French Mail, left Singapore on Sunday, the 10th instant, at 7 a.m., and may be expected here on or about Sunday, the 17th instant. This Packet brings replies to letters despatched from Hongkong on 14th April.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Hainan	Wednes, 13th, 9.00 A.M.
Swatow and Hongkong	Hainan	Wednes, 13th, 9.00 A.M.
Quong Chow Waa, Hoihow, Pakhoi & Haiphong	Hue	Wednes, 13th, 11.00 A.M.
Macao	Hongkong	Wednes, 13th, 12.15 P.M.
Shanghai	Fuzhou	Wednes, 13th, 2.00 P.M.
Nowhere	Victoria	Wednes, 13th, 2.00 P.M.
Hoihow and Pakhoi	Hoihow	Wednes, 13th, 5.00 P.M.
Europe, &c. India via Tutuorin	Suez	Thursday, 14th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 a.m. Extra postage 10 cents)		
Shanghai	Shanghai	Thurs, 14th, 1.00 P.M.
Macao	Hongkong	Thurs, 14th, 12.15 P.M.
Samshui and Wuchow	Shanghai	Thurs, 14th, 4.00 P.M.
Singapore	Hongkong	Thurs, 14th, 5.00 P.M.
Macao	Hongkong	Friday, 15th, 12.15 P.M.
Amoy, Samang and Sourabaya	Shanghai	Friday, 15th, 3.00 P.M.
Moji, Kobe, Yokohama, Victoria and Tacoma	Goshima	Saturday, 16th, 11.00 A.M.
Yokohama and Kobe	Trieste	Saturday, 16th, 3.30 P.M.
Europe, &c. India via Tutuorin	Suez	Monday, 18th, 9.00 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.)
(Late Letters 12.10 to 12.30 p.m. Extra postage 10 cents)		
Manila	Singapore	Monday, 18th, 3.00 P.M.
Samshui and Wuchow	Wuchow	Monday, 18th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Capricorn	Tuesday, 19th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)		
Europe, &c. India via Tutuorin	Suez	Wednesday, 20th, 9.00 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.)
(Late Letters 11.10 to 11.30 a.m. Extra postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)		
Singapore	Antwerp	Monday, 25th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA, VICTORIA AND VANCOUVER, B.C.	Empress of India	Wednesday, 27th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)		

**TODAY.**  
Lectures by Captains Percy Scott and A. H. Limpus, City Hall, 9.30 p.m.

**TOMORROW.**  
Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.  
Sale, Furniture, 6, Lyceum Villas, Kowloon, Mr. G. P. Lammert, 2.45 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	ON PARIS.	ON GERMANY.	ON NEW YORK.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON YOKOHAMA.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HATYONG.	ON SAIGON.	ON BANGKOK.	ON SOERABAYA.	ON GOLD LEAF.	ON BAR SILVER.
Telegraphic Transfer 1/11	Bank Bills on demand 2.40	Bank Bills on demand 2.40	Bank Bills on demand 47	Telegraphic Transfer 1.46	Telegraphic Transfer 1.46	Bank at sight 72	Private 30 days sight 73	On demand 31 p.c.m	On demand 21 p.c.m	On demand 14 p.c.m	On demand 117	On demand 3 p.c.m	On demand 23 p.c.m	On demand 117	100 fine, per last 10.13	100 fine, per last 27

## OPTUM.

Quotations are:—	Allow not to 1 catty.
Malwa New	8880 to 8920
Malwa Old	8910 to 8950
Malwa Older	8940 to 8980
P. P. extra fine	8970 to 9010
P. P. extra fine	8970 to 9010
Patna New	81025 to 81075
Patna Old	81075 to 81125
Benares New	81025 to 81075
Benares Old	81075 to 81125

## PASSENGERS.

**ARRIVED.**  
Per *Hainan*, from Swatow, Capt. Testerson.  
Per *Buyers*, for Hongkong, from Hamburg, Mrs. Miel and child, Mrs. E. Elze, Tramp, from Gona, Capt. G. Hummel, Messrs. Arthur Duffner, Lucie Muller, Robert Papa, John Thum, Mr. and Mrs. Rud. Ott and Mr. Heine, Spillmann, from Colombo, Mr. and Mrs. C. Rohler, from Penang, Mr. G. D. Musso, from Singapore, Capt. G. Duff and Mr. John Weir.  
Per *Loonging*, from Hilo, Messrs. Einfang, Monopora and G. Hall.  
Per *Suez*, from Yokohama, Messrs. Ingris Stockwell, A. S. F. Vornort, C. S. Green, Claude Browne, Stevens and family, Charles Robinson, Miss Mellard, Mr. Geo. G. Shaw, Dr. E. Mead, Messrs. H. C. Graves, Jr., Henry Ley, R. M. Gay and family, Brunette and Isidro Giannini.

**DEPARTED.**  
Per *Yokohama*, for Manila, Mrs. W. E. Musgrave, Mrs. W. E. Dubois, Mrs. L. M. Lang, Mrs. B. E. Koller, Mrs. C. Brown, Miss Annie S. Tillary, Mrs. L. B. Grady, Master Alfred Grady, Messrs. T. H. W. Price, E. B. Kellum, J. G. Judson, Lieut. Fred. B. Ducken, Messrs. Ludvig Muller, Frank T. McNamoy, Capt. J. S. Parke, U.S.A., Comdr. T. H. Stevens, U.S.N., Lieut. A. A. McKethan, U.S.N., Mrs. Mary Hawkins and Mr. Maurice Allix.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The P. M. steamer *City of Peking*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ultimo.  
The O. & O. steamer *Galle*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.

**THE FRENCH MAIL.**  
The M. M. steamer *Suzanne*, with the next French mail, left Singapore on the 10th instant, at 7 a.m., for this port via Saigon.

**THE CANADIAN MAIL.**  
The C. P. R. steamer *Empress of India* arrived at Yokohama on Monday, 11th June, at 6.30 a.m., and leaves again at 8 p.m. for Kobe, where she was due to arrive on Tuesday, at 2 p.m.

**THE AUSTRALIAN MAIL.**  
The E. & A. steamer *Suez* left Singapore on the 8th instant, and may be expected here on or about Thursday, the 14th instant.

**THE GERMAN MAIL.**  
The G. L. steamer *Wittenberg*, from Hamburg, left Singapore for this port on the 10th instant, and may be expected here on or about the 15th instant.

**THE N. Y. K. MAIL.**  
The N. Y. K. steamer *Kagoshima Maru* (Bombar Line) left Singapore for this port on the 9th instant, and is expected to arrive here on the 15th instant.

**THE N. P. MAIL.**  
The N. P. steamer *Argyll* sailed from Portland for Japan and Hongkong on the 27th ult.

**THE N. P. MAIL.**  
The N. P. steamer *Glenage* sailed from Tacoma on the 30th ultimo for Japan and Hongkong.

**THE STEAMER MAIL.**  
The steamer *Kyrdistan*, from New York, left Singapore for Manila, Hongkong, Shanghai, Kobe and Yokohama on the 9th instant.

**THE AUSTRALIAN MAIL.**  
The Australian Lloyd's steamer *Trieste* left Singapore for this port on the 9th instant.

**THE CHINA MAIL.**  
The China Mutual steamer *Moyne*, from Glasgow, and Liverpool, is due at this port on the 2nd proximo.

**THE STEAMER MAIL.**  
The steamer *Verona* left Suez on the 7th instant, and is expected here on or about the 7th proximo.

**THE CHINA MUTUAL MAIL.**  
The China Mutual steamer *Tenhai*, from Glasgow and Liverpool, is due at this port on the 12th proximo.

**THE "BON" LINE.**  
The "Bon" Line steamer *Beulmond*, from Antwerp and London, left Singapore on the 11th inst. for this port.

**THE O. & O. MAIL.**  
The O. & O. steamer *Pyndus* left Singapore on the 12th instant, and is due in Hongkong on the 15th instant.

## PASSED THE CANAL.

**OUTWARD.**—2nd April.—*Bendavis*, 12th April.  
—*Hitachi*, 13th April.  
—*Dardanus*, 14th April.  
—*Frederick*, 15th April.  
—*Sydney*, 16th April.  
—*Victoria*, 17th April.  
—*Valdeira*, 18th April.  
—*Kintuck*, 19th April.  
—*Arna*, 20th April.  
—*Sargatan*, 21st April.  
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**SI ENTING.**  
SURGEON DENTIST.  
No. 10, DAGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [508]

**NOTICE OF REMOVAL.**  
THE Office of the HONGKONG DAILY PRESS, CHUNG NGUI SAN PO, CHRONICLE & DIRECTORY, have this day been removed to 9, PRAYA CENTRAL.

Entrances: East of Lane, recently Messrs. Wandt & Co.'s Offices, behind Messrs. Shewan, Tomes & Co.'s premises.  
Hongkong 1st May, 1900.

## JOINT STOCK SHARES.

Hongkong, 12th June.

STOCKS.	No. of Shares.	Issue Value.	PAID UP.	LAST DIVIDED.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30c. div. & 10c. bonus taken out of 1999 for 2nd half year '99	318 p. ct. pr. = \$22.30 (sellers)
Bank of China & Japan, Ltd.	100,875	48	48	None	41.
Do. Deformed	1,450	41	41	None	43. 5s.
National Bank of China, Ltd.	10,070 A	410	410	2/8 for 1899	\$27, sales and buyers
Do. Founders' Shares	29,855 B	410	410	2/8 for 1899	\$27, sales and buyers
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. ct. = \$18 for 1899	\$260, buyers
China Traders Ins. Co., Ltd.	24,000	\$80.33	\$80.33	20 p. ct. for 1899, end. 30/4/99	\$55, sales and buyers
North China Ins. Co., Ltd.	5,000	22.5	22.5	30 p. ct. = \$10 p. ct.	Tia, 10s.
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$100	30 p. ct. for 1899	\$121, sellers
Canon Ins. Co., Ltd.	10,000	\$250	\$250	30 p. ct. for 1899	\$130, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	30 p. ct. for 1899	90 cents, buyers
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	27 for 1899	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	26 for 1899	\$79, ends and buyers
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.30 for half year ended 31/12/99	\$313, sales
Indo-China S. S. Co., Ltd.	60,000	410	410	20 p. ct. for 1899	\$87, sellers
China & Manilla S. S. Co., Ltd.	14,000	\$50	\$50	12 p. ct. for year ending 30/6/99	\$48, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	Final of 3 p. ct. = 0 p. ct.	\$210, 10s, sellers
China Mutual S. S. Co., Ltd.	20,000	410	410	10 p. ct. & bonus of 2s. 6d. on 1st account '99	\$45 for 1899
Do. Do.	20,000	410	410	10 p. ct. & bonus of 2s. 6d. on 1st account '99	\$45 for 1899
Star Ferry Co., Limited	10,000	\$10	\$10	Final of 5 p. ct. = 8 p. ct. for 1899	\$210, sales
Shell Transport & Trading Co., Limited	18,000	4100	4100	Final of 3 p. ct. = 7 p. ct. for 1899	\$125, sellers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of 3 p. ct. = 7 p. ct. for 1899	\$125, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	Final of 3 p. ct. = 7 p. ct. for 1899	\$86
<b>MINE.</b>					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$6.10, buyers
Do. Preference	30,000	\$1	\$1	None	\$1.30
Societe Fran. des Char. bonnages du Tonkin	16,000	\$250	\$250	None	\$200, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	18 cents
Joker Mining and Trading Company, Ltd.	45,000	\$5	\$5	1/2 ling, 51 cts., 10th div. on 15/1/00	\$58, buyers
Ramb Australian Gold Mining Co., Limited	200,000	21	10/10	None	\$33
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$3
Great Eastern Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	50 cents
Do. Preference	70,000	\$1	\$1	None	40 cents
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	30 p. ct. & 12 p. ct. bonus for 1899, ended 31/12/99	615 p. ct. pr. = \$76.75 (sales and buyers)
Hongkong and Kowloon Wharf and God. Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. = 10 p. ct. for 1899	\$88, buyers
Whampoa Dock Co., Ltd.	2,000	\$100	\$100	Final of 5 p. ct. = 10 p. ct. for 1899	\$54, buyers
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	22 p. ct. for 1899	\$22, buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Final of 3 p. ct. = 6 p. ct. for 1899	\$137, sales
Kowloon Land & E. Co., Ltd.	6,000	\$50	\$50	Final of 3 p. ct. = 6 p. ct. for 1899	\$251, sellers
West Point Building Co., Ltd.	12,500	\$50	\$50	Final of 3 p. ct. = 6 p. ct. for 1899	\$48
Hongkong Hotel Company, Limited	12,500	\$50	\$50	Final of 3 p. ct. = 6 p. ct. for 1899	\$125, sales
Humphreys Est. & Fin. Co.	65,000	\$10	\$10	30 p. ct. for period ending 31/10/99	\$101, buyers
<b>COTTON MILLS.</b>					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 60
International Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 60
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 60
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 375
Yahloong Cot. Spin. Co., Ltd.	7,500	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 60
Hongkong Cotton Spin. & Weav. & Dye Co., Ltd.	12,000	\$100	\$100	30 p. ct. for period ending 31/10/99	Tia. 37, sellers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900 on Capt. 1899	\$214
China Borneo Co., Ltd.	7,500	\$20	\$20	10 p. c. for 1900 on Capt. 1899	\$26, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. c. for 1900 on Capt. 1899	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	60 cents on 10/7/99	\$11.85, sales
Hongkong and China Gas Company, Limited	7,000	210	210	Final of 4 p. ct. = 8 p. ct. for 1899	\$127
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	30 p. ct. for 1899	\$170
Geo. Funwick & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$48, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Final of 3 p. ct. = 6 p. ct. for 1899	\$165, sales
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	30 p. ct. for period ending 31/10/99	\$165, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	30 p. ct. for 1899	\$81, buyers
Chonghai & Co., Ltd.	25,000	\$20	\$20	30 p. ct. for 1899	\$8
H. K. & China Bakery Co., Ltd.	10,000	\$10	\$10	15 p. ct. for 1899	\$50
Campbell, Moore & Co., Ltd.	1,200	21	21	12 p. ct. for 1899	\$10, buyers
Bell's Asbestos & Agcy., Ltd.	10,000	\$10	\$10	None	\$13, buyers
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$10	None	\$8, sellers
Tebuau Planting Co., Ltd.	10,000	\$25	\$25	None	\$3
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for per 100 ending 31/12/99	\$9.90, sellers
Watkins Limited	1,000	\$10	\$10	8 p. ct. for 1899	\$101, sellers

## PEERLESS SCOTS WHISKIES.

**HAIG & HAIG, LD. DISTILLERS SINCE 1679.**  
3 Star Special—The finest of all "Peat" Whiskies at \$13.00  
5 Star Special—Extra fine, best in the World for Club or Private use at \$18.00  
Special driving rank, Smoky Stuff, because "it comes through the SODA."  
Try Haig & Haig's Whiskies, pure, mellow, matured, non-smoky, delicate flavoured. Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD &amp; Co.

**Ideal Milk** Superior

Enriched 20 per cent. with Cream. in quality to every other

STERILIZED—brand of Unsweetened Milk.

For Fresh Milk.

**QIAN WAH & CO.,** DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1914]

**AMERICAN PORTABLE WOODEN HOUSES.** THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to **WOODS & CO.,** 4, Queen's Road Central, Hongkong, 17th April, 1900.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 11th JUNE, P.M.

STATION.	Hour.	Barometer reduced to sea level and in mer. Red.	Thermometer Temperature.	Humidity.	Wind Direction.	Force.
Vladivostok	3 p.	29.52	83	NE	2	or
Tokyo	"	29.78	"	"	"	"
Kobe	"	29.72	"	"	"	"
Nagasaki	"	29.76	"	"	"	"
Kagoshima	"	29.79	"	"	"	"
Tsushima	1 p.	29.60	"	"	"	"
Tsukuba	"	29.88	"	NW	5	4
Tientsin	"	29.80	"	SW	5	4
Koshun	"	29.92	"	SE	1	0
Pescadores	"	29.96	"	"	"	"
Gutzliff	3 p.	29.91	81	48	N	3
Sharp Peak	"	29.80	79	80	"	1
Swatow	"	29.89	80	78	"	0
Swatow	"	29.82	82	"	"	1
Canton	"	29.70	82	87	N	1
Hongkong	4 p.	29.70	78	82	"	0
Victory Peak	"	"	"	"	"	"
Cny Peak	"	29.70	"	"	SW	4
Haiphong	"	29.77	80	"	SW	3
Haiphong	1 p.	"	"	"	"	"
Manila	4 p.	29.90	82	85	N	1
Malate	3 p.	"	"	"	NNE	1
Manila	"	"	"	"	SE	2
Manila	"	"	"	"	E	2
Manila	"	29.81	89	"	E	2
Cebu	"	29.82	89	"	E	2
C. S. James	"	"	"	"	SW	2
12th JUNE, A.M.						
Vladivostok	7 h.	29.52	70	70	"	0
Tokyo	10 a.	"	"	"	"	"
Kobe	"	"	"	"	"	"
Nagasaki	"	"	"	"	"	"
Kagoshima	"	"	"	"	"	"
Tsushima	5 a.	29.88	"	"	SE	2
Tsukuba	"	29.85	"	"	E	0
Tientsin	"	29.90	"	"	E	0
Koshun	"	29.87	"	"	"	"
Pescadores	"	29.86	"	"	SE	2
Gutzliff	9 a.	29.63	74	86	"	1
Sharp Peak	"	29.78	80	80	"	1
Swatow	"	29.78	75	81	ESE	1
Swatow	"	"	"	"	"	"
Canton	"	29.81	70	91	NW	1
Hongkong	10 a.	29.91	80	89	NW	1
Victory Peak	"	"	"	"	"	"
Cny Peak	"	29.81	"	"	SW	4
Manila	"	29.90	"	"	SW	4
Manila	7 a.	"	"	"	SW	1
Manila	10 a.	29.83	94	85	"	1
Manila	9 a.	"	"	"	"	1
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